AIRPORTS QUARTERLY

ISSUE 38 NEWSLETTER OF THE FAA, AIRPORTS DIVISION, SOUTHWEST REGION, MAY 2002

2002 Partnership Retreat

About 420 people attended the 2002 Partnership Retreat held March 6-7, 2002, at the Westin Beachwood Hotel in Fort Worth, Texas. A special thanks to Andy Rivera for organizing the golf scramble held on March 5. And, he has agreed to do it again next year! Around 70 people attended the Disadvantaged Business Enterprises (DBE) Workshop held March 7-8, 2002. More pictures on last page.

DFW International Airport Receives Southwest Region Airport Safety Award

The Southwest Region Airport Safety Award recognizes one airport in the region for their outstanding contribution and commitment to aviation safety. DFW International Airport received the award for performance in support of aviation safety initiatives that significantly contributed to assuring the efficiency of safe travel in the Southwest Region and National Air Transportation System.

Airport of the Year for 2001

The Airport of the Year for 2001 recognizes the outstanding contribution airports made to enhance aviation in their state. The airport's performance significantly contributed to assuring the future growth and efficiency of the National Air Transportation System.

Arkansas: Siloam Springs - Smith Field
Louisiana: Minden - Webster Airport
Mexico: Portales Municipal Airport
Oklahoma: Shawnee Municipal Airport
Texas: San Antonio International Airport

TXDOT Wins The FAA Environmental Achievement Award

Congratulations to the Texas Department Of Transportation's Aviation Division (TXDOT) for winning this year's FAA Environmental Achievement Award. This award acknowledges those in the industry who have gone "above and beyond" the requirements of today's environmental regulations and have truly taken to heart concepts embracing the protection, conservation, and enhancement of our environment.

TXDOT has developed a methodology to calculate construction emissions in order to comply with the general conformity requirements in the Clean Air Act. This methodology estimates the emissions based on a preliminary project scope and allows us to predict whether or not a proposed project will likely produce emissions above *de minimis* (a threshold of significance for air quality). Air quality issues can then be addressed as part of the engineering and design of a project.

Using the methodology, TXDOT calculated an "extreme project" for a GA facility - a new 5000' x 75' runway with full parallel taxiway, parking apron and 91 acres of clearing. The total emissions for Knox and Voss are estimated to be only 14.49 tons/year, well below even the most stringent *de minimis* level in this Region of 25 tons/year.

TXDOT's methodology supports the FAA's proposal that, except in very extreme cases, all GA actions may be "presumed to conform" with the State Implementation Plan to attain the EPA's National Ambient Air Quality Standards. The methodology will be used to help create a national list of actions "presumed to conform," for submittal to the EPA for review. If accepted and utilized, TXDOT's efforts will make it easier to determine if an airport project will comply with the Clean Air Act.

Special recognition goes to Engineering Section staff members John Greer, Greg Miller, and Josh Martin and Planning and Programming Section Airport Planner, Sandra Gaither for this year's award. Congratulations!

Mark Your Calendars for Fall Seminar and 2003 Airports Partnership Conference

A one-day seminar (subject yet to be determined) will be held at the Westin Beachwood Hotel and Resort on October 8, 2002. Cost for the seminar is $75.00 and registration will begin on August 1, 2002. The Asphalt Institute will hold a meeting October 9-11, 2002, at the Westin Beachwood. More information will be forthcoming.

The 2003 Partnership Conference will be March 5 and 6, 2003, at the Westin Beachwood Hotel. A golf scramble will be held March 4. Watch for details. If you have suggestions for the agenda, please contact your program manager.

New EPA Air Quality Standards Upheld

A federal appeals court has upheld the most stringent air pollution control standards in the nation's history. Under the tougher ozone health standards many of the region's metropolitan areas that met previous standards, will now likely be out of compliance with the Federal Clean Air Act, joining areas currently out of compliance like Baton Rouge, the Dallas/Fort Worth Metroplex and the Houston/Galveston area. The appeals court ruled that the EPA did not exceed its authority in issuing the new guidelines for ozone levels and particle emissions in 1997 additions to the Clean Air Act. The panel further affirmed that the new standards are neither arbitrary nor unreasonable.

State environmental officials must now draw up new clean-air plans showing how the non-attainment areas can meet the tougher standard. New areas must be monitored for pollution, and when they are shown to be out of compliance the EPA will direct them to develop plans.

More airport sponsors and their tenants will now be subject to the requirement to calculate emissions for actions that cause a change to the Airport Layout Plan. Our Washington office is currently working to create a list of projects for EPA's approval that will be exempt from review. If this effort is successful, it help alleviate much of the documentation process.

175 M Security Appropriation

On January 10, 2002, the Defense Appropriation Act for FY 2002 was enacted. It included a special appropriation of $175 million to reimburse airports for direct costs associated with new security requirements resulting from the September 11th attacks. While the program was to be administered by the Airports Division of FAA, it was not considered part of the Airport Improvement Program (AIP).

The FAA received applications totaling just under $500 million for the $175 million program. A Headquarters review team was established to study alternative methodologies for fair distribution of the funds and consistent definition of allowable direct costs. Applications were received in the Airports Development Offices (ADO) in mid-January 2002 and coordinated with the Civil Aviation Security Office for recommendations to Headquarters.

The final funding methodology chosen was to fully fund non-hub airport costs, fund six months of small hub airport costs and prorate distribution of the remainder to medium and large hub airports based on enplanements. This approach resulted in the following allocation:

Airport Type	% Funded	National Level	Southwest Region level
Non-Hub	100%	$53.3 Million	$5.0 Million
Small Hub	50%	$28.6 Million	$6.66 Million
Large & Medium Hub	31%	$111.1 Million	$9.62 Million
Total		**$175.0 Million**	**$21.28 Million**

NPIAS

Sponsors often ask what development needs should be included in the NPIAS. The answer is that all development that is eligible under AIP and is justified during the next 10 years should be included in the NPIAS. This includes NAVAIDS eligible under AIP, but not those eligible exclusively under the Facilities & Equipment (F&E) Program.

Reimbursable Memorandum of Agreement (RMOA) Overview

Airport development projects via the Airport Improvement Program (AIP), the Passenger Facility Charge (PFC) and/or airport owned funded programs might affect existing or proposed FAA owned Navigational Aids (NAVAIDS) and require relocation. In such instances, the airport sponsor may request the FAA to generate a Reimbursable Memorandum of Agreement (RMOA) or alternatively use an outside contractor to design, install or relocate the NAVAIDS. The NAVAIDS include equipment such as, Glide Slope, Localizer, MALSR, PAPI, ILS, and DME.

A RMOA is a written agreement under which the FAA provides materials or services to a requesting agency or organization which agrees to pay for those materials or services. The FAA adds a 26% overhead charge to all of the estimated costs, but this can be waived under the conditions listed below. The current man-day rates for reimbursable agreements are $600-650 per diem and $450 for non-per diem.

<u>Exemption from Overhead Rates Under Reimbursable Memorandum of Agreement</u>

- RMOA in which AIP is a funding source.
- RMOA in which FAA will acquire an asset at the end of the process (air traffic modernization pilot program, etc.)

- RMOA in which FAA will reimburse the sponsor through lease payments (new tower construction, etc.)
- RMOA for installation of FAA owned/acquired assets (lighting systems, etc.) but which sponsor is giving installation funding through local sources.

Equipment Relocation or Installation by Non-FAA Sources

If the FAA is to assume ownership and/or maintenance of newly installed equipment, the equipment must meet FAA standards and be supply supportable by the FAA. It may not be easy for an airport sponsor to find a specialist contractor who is familiar with the FAA equipment and requirements. However, if the airport sponsor chooses to design and/or install NAVAIDS by other sources, extensive coordination with the FAA ANI engineer is required. This includes review of standard equipment drawings and specifications, environmental issues, and other specific FAA requirements. ANI will review and approve the design and inspect all installations. An RMOA may be required to cover the inspection costs. The FAA ANI personnel will also test and accept the installed equipment. The airport sponsor is required to follow the FAA closeout procedures, which include submission of relevant information pertaining to equipment, providing as-built drawings, spare parts and lease information.

Equipment Relocation or Installation by the FAA

The process begins with an initial request letter by the airport sponsor to the FAA, ANI-600 or Airway Facilities (AF), ASW-400. In most cases, ANI-600 will generate the RMOA. The sponsor's request should include a brief description of the project, affected equipment or facilities and a desired start and completion date. The FAA may begin work by a signed Letter of Agreement with the sponsor prior to the actual execution of the RMOA. The Letter of Agreement covers the initial cost of a site visit. The final RMOA includes a definitive scope of work and cost estimates.

Steps in Executing a Reimbursable Agreement (RMOA)

1. The airport sponsor submits a letter to the FAA ANI or AF identifying needs and requesting a RMOA. The letter includes a brief description of the project, affected equipment or facilities, and the desired start and completion dates.
2. ANI prepares a Purchase Request (PR), which includes the scope of work and cost. In some cases, a Letter of Agreement is signed between the FAA and the sponsor to conduct a site visit prior to developing RMOA. Duration: varies.
3. The Contracting Officer (CO) logs and reviews the RMOA and supporting documents to ensure all the relevant information is included. In some instances, PR originator is contacted for additional information. CO produces a draft RMOA. Duration: 4-6 weeks. May take longer if additional information is required.
4. CO forwards the draft RMOA for review and comment to all relevant FAA lines of business. Duration: 2 weeks.
5. CO produces the final RMOA incorporating all the review comments and forwards to the airport sponsor. Duration: 1 week. Any scope of work or cost change is referred back to the PR originator. This may require additional time.
6. Airport sponsor signs the RMOA. In most cases the sponsor will sign the RMOA after approval by appropriate authority (i.e., Commissioners or City Council). Duration 6-8 weeks. In some

instances, the duration may be longer depending on available funding.

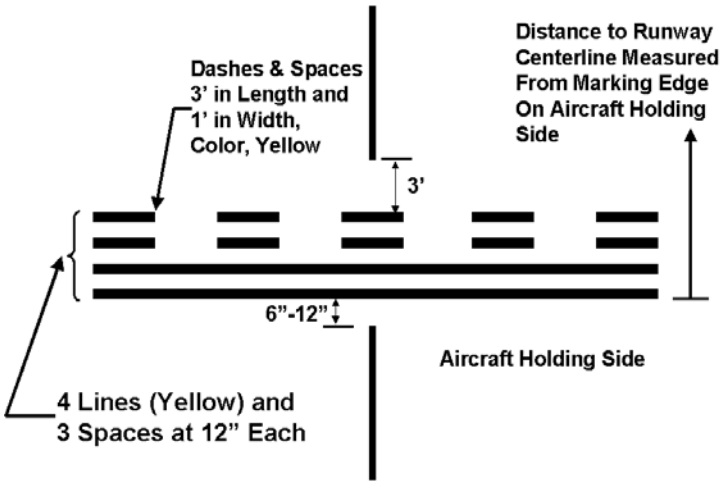
7. CO executes the RMOA and makes distribution to all parties. Duration: 1-2 days.
8. The actual project completion date varies depending on the scope. The standard term for RMOA is 3 years from the date the CO executes the agreement. The project may be physically complete and closed out prior to expiration of the RMOA term. Amending the RMOA can also extend the term. Duration: varies.
9. Sponsor and FAA follow procedures to financially complete and closeout the RMOA.

Total duration of RMOA (from initial sponsor request to project closeout and RMOA closeout/balance out) varies depending on the type and complexity of the project.

The need for RMOAs is increasing and can benefit both the airport sponsor and the FAA. Timely execution of the RMOA and project completion will enable the airport sponsor to efficiently coordinate the AIP construction interfaces and minimize runway downtime. For successful completion of a project, the airport sponsor and the FAA must be sensitive to each other's requirements.

Runway Holding Position Markings at Airports with an ATCT or a 14 CFR Part 139 Certificate

The FAA has established as one of its top safety priorities the reduction of the number of runway incursions. One of the top initiatives that came out of several forums that the agency held with the aviation industry was the recommendation to increase the size and contrast of holding position markings on the airfield.



Runway Holding Position Marking

The FAA issued on December 1, 2000, Change 1 for Advisory Circular 150/5340-1H, Standards for Airfield Markings. This document includes the change to double the size of Runway and ILS Holding Position Markings, including a black background and glass beads.

This standard applies to Runway and ILS Holding Position Markings at all airports that have an air traffic control tower (ATCT) or are certificated under 14 CFR Part 139. These airports are to comply with the new standard as soon as possible, but not later than September 30, 2002. However, airports that do not have an ATCT or are not certificated under 14 CFR Part 139, may continue to comply with the previous standard.

To obtain a copy of Change 1 for Advisory Circular 150/5340-1H, Standards for Airport Markings, contact the FAA Airports Division or District Office. You can also download the document from the Internet at http://www.faa.gov/arp/pdf/5340-1h1.pdf.

Aircraft Departing/Landing on Closed Runways

There have been an increasing number of events where aircraft have attempted to land or take off on a closed runway. In particular, a Boeing 747-400 was cleared for takeoff during a driving rainstorm and departed from the wrong runway that was closed for construction. As a result, the aircraft struck jersey barriers and construction equipment, resulting in 82 fatalities. In other incidents, aircraft have landed and departed closed runways with contractor and airport personnel still on the runway. In several of these instances, the airport operator had issued a NOTAM about the runway closure. To prevent similar occurrences, FAA is reminding airport operators of requirements for marking and lighting a closed runway and procedures for coordinating and notifying airport users of such closures.

Coordination and Notification - Runway closures should be planned and coordinated at the earliest stages possible. This includes coordination with airport users, including FAA Airway Facilities and Tower personnel, FBOs and tenants, aircraft rescue and fire fighters, and outside interests such as mutual aid. If the closure is for a construction project, bid documents should contain a section on safety on airports during construction, and a safety plan should be developed. This plan should include detailed information on closed runway markings and notification procedures, such as NOTAMs, as prescribed in AC 150/5370-2, Operational Safety on Airports During Construction.

For temporary maintenance closures, airport operators should develop standard operating procedures that include notification of airport users (who, what, where and when), markings, and general safety guidelines (situational awareness, lock-out procedures, etc.).

Marking - Closed runway markings consist of a yellow "X" in compliance with the standards of AC 150/5340-1, *Standards for Airport Markings*. A very effective and preferable visual aid to depict temporary closure is a lighted "X" signal. This device is much more discernible to approaching aircraft than the other material described in this paragraph. The lighted "X" should be placed on or near the runway designation numbers.

If the lighted "X" is not available, any of the following materials may be used: double-layered painted snow fence, colored plastic, painted sheets of plywood, or similar materials. They must be properly configured and secured to prevent movement by prop wash, jet blast, or other wind currents. In addition, airport operators should barricade or activate stop bars at major entrances to runways to prevent aircraft from entering closed portions.

While barricading the full width of all taxiways that enter runways may be time consuming and impractical (especially for closures of short duration), FAA recommends that the airport operator barricade, at a minimum, those taxiways where an aircraft intending to takeoff might access the runway. The placement of even a single reflective barricade with a "do not enter" sign on a taxiway centerline can effectively prevent an aircraft from continuing onto a closed runway. Barricades should be highly reflective, lighted, not confusing and should cause only minimal damage if struck by an aircraft.

Lighting - The proper lighting configurations should be in place to depict the closed/open portions of the runway. Edge and threshold lights with associated isolation transformers on that portion of the runway that is closed should be disconnected. Alternatively, the light fixtures may be covered in such a way as to prevent light leakage. If the entire runway is

closed, proper electrical lockout and tagging procedures should be used to prevent the closed runway's lights from being accidentally activated. This is important when multiple maintenance shifts/workers are involved. This not only helps prevent pilots from landing on a closed runway but also protects contractor personnel who may be working on the circuitry or other electrical equipment.

Woodward Appointed FAA Associate Administrator for Airports

On January 14, 2002, U. S. Secretary of Transportation Norman Y. Mineta officially appointed Ms. Woodie Woodward as the Associate Administrator for Airports. She will administer the annual federal airport grant program, which is $3.3 billion for fiscal 2002, and be responsible for national airport planning, including safety standards, design and engineering and will report directly to the FAA Administrator. Secretary Mineta said, "Woodie brings a wealth of experience to the office of airports from previous positions held in the FAA and the legislative branch. She is a seasoned executive who can work with members of Congress, airport industry and advocacy group representatives to ensure the continued development of a safe and efficient national airport system."

Since January 2002, Woodward has served as Acting Associate Administrator for Airports. Prior to that appointment, she was director of FAA's Center for Management Development in Palm Coast, FL. During her 13-year tenure at FAA, Woodward has served in numerous positions, such as Acting Chief of Staff for the Office of the Administrator, Acting Associate Administrator for Administration, and Deputy Regional Administrator for the agency's Southern Region. Prior to joining the FAA, Woodward was Chief of Staff to U.S. Sen. Mack Matttingly.

Wage Rates

There is now a website where you can obtain Federal Wage Rates for federally assisted projects, including AIP. Please visit www.access.gpo.gov/davisbacon.

More Pictures from Partnership Conference